BUY TRANSIT MATERIALS, NOW THEY ARE CHEAP; GIVE WORK TO IDLE, TAYLOR SA

WOODLAND AVE. SECTION GIVES TAYLOR PLEDGE

Promises Support to Director, Who Tells How Money for Transit Speed and Comfort Can Be Obtained to Start Work Promptly.

Woodland avenue, where the meeting was

Resolutions were unanimously adopted by those at the meeting agreeing to at-

Director Taylor told his hearers how the money could be obtained to start the proposed system, and said if Councils authorized a special election to increase the city indebtedness for transit devel-

the city indebtedness for transit development and money was made available, the Department of City Transit would be prepared to let contracts for the construction of certain sections of the delivery loop early in 1915.

Mr. Taylor pointed out that much money could be saved by the city if it would take advantage of the present business depression and buy materials cheaply for the proposed lines. He also contended that many thousands of men could be given employment if the work was started.

"Have I your support?" asked the was started. "Have I your support?" asked the

Pirector.

"You have," replied the meeting.

"Will you stand by me?".

"We will," was the reply.

At this point Magistrate Renshaw, who is a resident of the 40th Ward and an ardent rapid transit supporter, presented resolutions. John T. Pedlow presided.

DIRECTOR TAYLOR'S ADDRESS. After explaining preliminary steps of the rapid transit program, Director Tay-

"Philadelphia is now prepared legally and financially to proceed with the con-struction of the recommended rapid transit lines. All that is needed is appropriate action by the people, by City Councils and by the Public Service Commission and the work will proceed forth-

'Here are the only steps which need be taken before construction is actually

election will be required and should be authorized at once in order that the people may authorize an in-crease in the city's indebtedness to an extent necessary to provide funds for construction. Such an election can be called for by City Councils. The city has a borrowing capacity of upward of \$40,-

acceptable formula action should now be taken by City Councils definitely establishing the routes and submitting the routes adopted and the plan of the municipal development to the Public Service Commission of the State of Pennsylvania for approval.

WAY CLEAR FOR ACTION. "The way is now clear for the taking

of each and every one of these steps. and I confidently believe that if the people of Philadelphia clearly demonstrate that it is their will that these steps be taken by the municipal authorities forth-with there will be no further delay in beginning the construction of the high-

apeed system.

"The holding of an election by the people to vote on an increase in the city's indebtedness for transit development will enable the people to express their will with relation thereto. If the people of Philadalphia

Promises to support Director Taylor in every step of the fight for high-speed transit were made last night at a rousing meeting of Woodland avenue residents, who realize the need of better and quicker transportation.

Employers and workers, with shouts of approval and applause, agreed to stand shoulder to shoulder in the campaign for speed and comfort, and packed every linch of the Woodland Avenue Business Men's headquarters. Tist street and Woodland avenue, where the meeting was a work in the proper to an opportunity to do so at once.

While formal action has not yet been taken by City Councils definitely establishing the routes of the recommended high-speed lines, we should all recognize that through co-operation of City Councils in making the necessary appropriations for the establishment and maintenance of the Department of City Transit rapid progress has been made on the plans and specifications for the recommended facilities, and the time is now rich in the present time there are 97 men.

"At the present time there are 97 men at work in the department, including regular and consulting engineers, draughts-men, transitmen, rodmen and others. The department, through councilmanic co-opby those at the meeting agreeing to attend a central demonstration, if one is called, to show where they stand in the matter of rapid transit.

Director Taylor told his hearers how the money could be obtained to start the proposed high-need lines. Director the proposed high-need lines.

posed high-speed lines, Director Taylor continued: "A resolution proposing an amendment to the State Constitution which was acted upon favorably by the Legislature at the last session will be introduced and acted upon for the second time at the forthcoming session as required. It will then be voted upon by the people at the

"This amendment will authorize the city of Philadelphia to borrow up to 10 per cent, of the assessed value of taxable property; the present limit is 7 per cent. The further increase in borrowing capacity thus provided will be over \$60,-"Furthermore the amendment will au-

November election in 1915.

thorize the city to capitalize and pay out of loan funds all interest and sinking fund payments accruing on bonds issued for transit development during the construction thereof, and for one year after the beginning of the operation.

"The amendment will also enable the city to issue 50-year bonds instead of 30-year bonds, thereby reducing the annual sinking fund required to extinguish the bonds at maturity from 24 per cent. to 1 per cent.

"This means that the city's average annual fixed charge on the bonds issued for transit development under the terms of the constitutional amendment will be reduced by 11/2 per cent. The city now pays 4 per cent. interest and 25/2 per cent. to the sinking fund, a total of 6½ per cent, on money borrowed. Under the terms of the amendment the city will only have to pay 4 per cent, interest and 1 per cent, to the sinking fund, or 5 per cent, on the money borrowed. This provision will greatly reduce the city's an-nual fixed charge, which, as stated, would otherwise be, under existing legislation,

PHILADELPHIA

AMOUNT INVESTED IN RAPID TRANSIT.

\$17.000.000



\$44,000,000





98,000,000

WHERE THIS CITY STANDS IN RAPID TRANSIT Compared with other big cities, Philadelphia is last in high-speed progress. Although it is third in population and is much larger in area than any other city in the United States, it has the least money invested in subway and elevated lines than any other metropolis. WHY

Broad street subway and delivery loop will be completed in the spring.
'Unquestionably, now is the time for the city to proceed to build its subway

the present low price of materials result-ing therefrom the city by selaing its op-portunity in a businesslike manner can save very largely on the construction cost and provide much needed work for the unemployed. The manufacturer of the materials for and the work appurtenant way-elevated line on a basis which is materials for and the work appurtenant to the construction of the subway and elevated lines will provide profitable employment for tens of thousands of people and thus be a factor in re-establishing prosperous conditions in Philadelphia and elsewhere.

The joint use of the facilities of common carriers should be required by the public for public service. Such joint use and through-routing by connecting steam railroed lines is required by the present Market street subway-elevated line on a basis which is for the city.

"The joint use of the facilities of common carriers should be required by the present Market street subway-elevated line on a basis which is fair alike to the existing company and to the city.

DEPARTMENT READY TO ACT. "If the City Councils promptly authorize a special election to increase the city's indebtedness for transit development and the money be made available therefor, the department will be prepared to let contracts for the construction of certain sections of the delivery loop early in 1915. This work should be commenced

in advance of the construction of the Broad street subway because it will take one year longer to build the delivery loop. "As soon as the men engaged in pre-paring the plans and specifications for the Frankford elevated line complete their work, they will take up the preparation of the plans and specifications for the Woodland avenue elevated line, which is designed to extend from a point of con-nection with the Market street subway-elevated railway at 30th and Market streets, in a southerly direction over 30th

and elevated line in connecting up the Woodland avenue elevated with the Frankford elevated line. Its capacity will be enabled to take a surface car line in the Woodland avenue district leading years to come, and when it is loaded to capacity a subway is projected to extend under Chestnut street to furnish a new connection between the Woodland avenue elevated lines. It is free to the high-speed system of the city elevated and the Frankford elevated lines. In a forward direction, either directly or line in connecting up the street to Camden or Frankford, as the case may be, and that passengers will be enabled to take a surface car line that exists on the present surface lines and the delay and inconvenience incident to surface in connection between the Woodland avenue elevated line. It is highly probably the time mentioned to the present surface lines and the delay and inconvenience incident to surface incident to surface in connection to the present surface lines and the delay and inconvenience incident to surface in connection to the present surface lines and the delay and out of your district is to and from other sections of the city far beyond the control business district.

"Philadelphians who pay over \$500,000 tracks on its elevated in connection to the present surface lines and the delay and inconvenience incident to surface in control to surface in control to surface lines and the delay and inconvenience incident to surface lines and the delay and inconvenience incident to surface lines and the delay and inconvenience incident to surface lines and the delay and inconvenience incident to surface lines and the delay and inconvenience incident to surface lines and the delay and inconvenience incident to surface lines and the delay and inconvenience incident to surface lines and the delay and inconvenience incident to surface lines and the delay and inconvenience incident to surface lines and the delay and inconvenience incident to surface lines and the delay and inconvenience incident to surface lines and t

"If the existing system fails to co-op-erate with the city as contemplated in the transit program there is no reason whatever why the city of Philadelphia additional surface car ride from the stashould not proceed at once with the conand elevated lines. There should be no delay.

"Owing to the business depression and of the Frankford elevated line, and the Woodland avenue elevated line, as soon as additional legislation has been secured which will enable the Public Service Com-

and through-routing by connecting steam railroad lines is required by the Inter-state Commerce Commission and can be readily required by the Public Service Commission by suitable wording of the public service act of the State of Penn-

sylvania. Even though the use of the present Market street subway-elevated line could not be secured for the through-routing of trains between Frankford and Woodland avenue, the city can readily build the Chestnut street subway to accommodate this service.'

WOODLAND AVENUE LINE. Regarding plans for the Woodland avenue line, the Director said:

"The construction of the Woodland avenue elevated line will only cost \$4,-"The city in borrowing this money will

incur, under existing legislation, an annual fixed charge of only \$285,000. This largely vacant land a little over 10 years street and a private right of way skirting annual payment will, during the term of on the westwardly side of the Philadel-the 30-year bonds, pay the interest on phia, Baltimore and Washington Railroad the debt and also extinguish the entire

RETURNS ON INVESTMENT. "To offset the annual fixed charge of \$285,000, which the city incurs for 30 years and no longer, in establishing the Woodland elevated line, the city will have the net income produced thereby in excess of the reasonable payments allowed the

"But that is not all. The city and the citizens will have the advantage of the following additional returns on the investment

"Annual time saving to passengers in the section served by the Woodland ave-nue elevated, \$15,883 hours, which, at 15 cents per hour, would be worth \$122,000.

"Annual saving to passengers in the district served by the Woodland avenue of the exchange ticket charge of \$50,000

"Increase in tax return resulting in ncrease in taxable values which will follow the construction of the Woodland avenue elevated.

VAST PROFIT ASSURED. "As an example of the effect of rapid transit on realty values. I desire to call your attention to the fact that 1792 acres in the 46th Ward which lie west of 45th assessed value of real estate is \$63,196,- transit system. 525, or \$35,263 per acre. This ward was

"The 5197 acres in your 40th Ward are assessed at \$36,379,380, or \$6999 per acre, against \$35,263 per acre in the 46th Ward. phia, Baltimore and Washington Ralifond to Paschall avenue, thence to Gray's Ferry avenue, thence over Gray's Ferry avenue, thence over Gray's Ferry avenue to Woodland avenue, thence, still nue to Woodland avenue, thence, still southwardly, over Main street, Darby, and private right of way to a point on the Philadelphia and Chester turnpike near the centre of Darby.

The greatest cost in establishing the rapid transit facilities is due to the expensive construction in the delivery district, and the Woodland avenue elevated can be established at a minimum cost, as ample delivery facilities exist to provide for this line.

can be established at a minimum cost, as ample delivery facilities exist to provide for this line.

"The transit program contemplates the use of the existing Market street subway "The contemplates that the use of the existing Market street subway "The contemplates that the trains on the Woodland avenue elevated in conjunction with the other high-speed lines under the terms of the shall be through-routed, via Market transit program will eliminate the exist-

other important section of the city, and upon leaving the high-speed system take additional surface car ride from the station to point of destination all for one 5 cent fare.

"To League Island, from 42 minutes to 33 minutes—a saving of 18 minutes on the round trip. "To Rexberough, from 76 minutes to 63½ minutes—a saving of 1 hour and 5 minutes on the round trip.

"To Broad street and Allegheny avenue, from 57% minutes to 20 minutes—a sav-ing of 55 minutes on the round trip. To Germantown, from 71 minutes to 44 minutes-a saving of 54 minutes on the

"To Frankford, from 78 minutes to 43

capable of properly serving long-distance travel and which are obsolets for that "The people traveling to and from your

district are wasting \$15,683 hours per year, which they are entitled to save for recreation or other useful purposes. NO BURDEN ON CITY.

"No burden will be placed upon the street and south of Market streets; the ing the recommended self-supporting

"It is unthinkable that the people of of the city and its immediate suburbs Philadelphia will for one moment tolerate was 1,940,833. further delay in securing to them this necessity which is required for the com-fort and convenience of every street-car passenger in this city. Those who ride only short distances on surface cars will be enabled to do so comfortably by the diversion of the long-distance riders who now overcrowd the surface lines to the high-speed lines. The existing congestion will thus be relieved. Those who have to travel long distances will be enabled to do so with comfort, convenience and

"Philadelphians who pay over \$800,000

ily may accept employment in any tion of the city without shifting y place of residence or dividing up is boarding houses.

"I challenge any man to attempt

deny you the necessary transportation and the benefits which you and about to receive therefrom without addational cost and at great profit to the city and to the individual citisens.

"The time has come for action. Have a support to the city and to the individual citisens."

"The time has come for action. Have I your support?

"It may be necessary to call you to great central demonstration in order that the overwhelming command of the ple in this matter may be duly en massed. If such a call is issued, will you and the people of your district respond "Hold yourselves in readiness to display the overwhelming sentiment which exists in favor of immediate construction of the recommended lines by the city."

Director Taylor will address the resi-Director Taylor will address the resi-dents of Falls of Schuylkill tonight at American Hall, 35th street and Sunny-

PHILADELPHIA LAGS IN TRANSIT RACE WITH SISTER CITIES

Comparison With Other Centres of Population Shows Conditions Here That Must Be Improved.

Although the largest city in the United States in point of area, Philadelphia is last in high-speed transit. One of the minutes—a saving of 1 hour and 10 minutes on the round trip.
"To Olney, from 75½ minutes to 38 minutes—a saving of 1 hour and 11 minutes an indifferent, pessimistic attitude toon the round trip.

"This means, fellow citizens, that a large number of you will be enabled to save from a quarter of an hour to over an hour per day which you now waste in traveling by facilities which are incurable of properly saving long-distance. ward anything new. But the figures, selves are concerned. The largely attended mass-meetings now being held in all sections attest better than words where they stand on the subject.
A glance at the accompanying characteristic figures tells in a nutshell of

the progress made in high-speed cities up to the present time. Philadelphia, the largest city of all, has city or upon the taxpayers in establish- \$17,000,000 invested in high-speed lines. It has 14.7 miles of subway-elevated tracks. Of this, there is 10.6 miles elevated and 4.1 of subway. Up to 1910 the population

> has \$44,000,000 invested in high speed lines for a population of 1,578,348. It has 25 miles of high speed tracks, of which 17.7 is elevated and 8.8 subway.
> In Chicago, \$98,000,000 has been invested in all elevated systems, of which there

are 143 miles of track. The population to 1910 was 2,340,627. Greater New York leads all American cities in high speed progress. Up to 1913 there was \$331,000,000 invested in these rapid transit lines. It has 236 miles of tracks on its elevated lines and up to

the time mentioned had 76 miles of subway tracks. The population of New York up to 1910 was 6,313,207. It is highly probable, however, that be-fore the campaign now being led by Director Taylor has been concluded this

city will have started a high speed system which will change its place decidedly

WITH THE WITS AT HOME AND ABROAD



THE KID'S CHRONICLE

Walter-Yes, sir; but Philadelphia is a

should have been.

city of many temptations.

TAST nite for suppir we had corn frit-I tirs, wich I like awn akkount of beeing my favorite food, and ma put 4 big wuns awn my plate, saying, Do you think you can out awl these. G, watch me, I sed.

And I ate the hole 4 as fast as most peopli eet wun, probarly awn akkount of ma liking them 4 times bettir than most peopli, and wile I was setting the last half of the last wun I sad, Ma, can I have sum moar corn frittles.

The you meen, may you, sed ma.

This mam, can I. I sed, and ma sed, How many times have I told you to finish what you've sot befoar you ask for moan.

what you've got befoar you ask for moar, on, you may not have any moar, 4 is enuff Aw O. ma, I sed, I cood est 4 with my

reas shut.

Tou bettir give him moar if he wunts rear, mother, sed pop, I bleeve if we let rice set aw he wunts of sunthing for sunts is his life it mits make him feel

sensia in his life it mite make him feel like in dispeptick for a wile and testch him that moderation is the mother of a assulfe and a dreary wun.

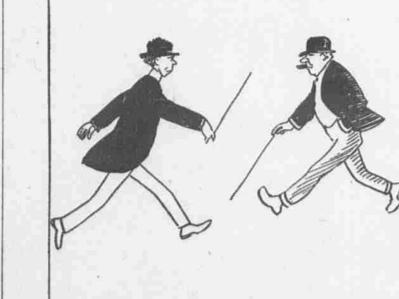
Ast rits, I'll give him ast he wunts and see what happing, but yould haff to be responsible for the consequences, sed ma.

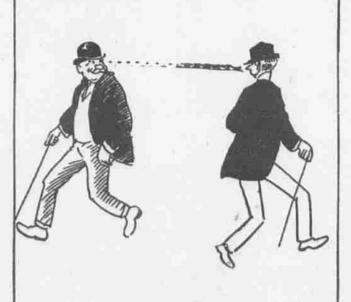
Ill pay the dektor bill and if necessary, the quartaker's bill, sed pop. And manare me it mear big corn fritting, and I also them and sed. Can I have eny mear,

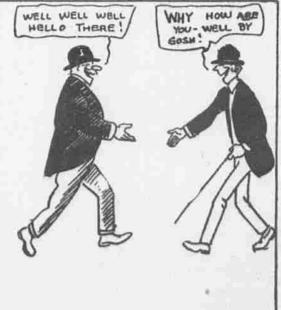
no dont axidly meen you cood reely any meny, sed ms, and I med. Yes a I didn't set so many, and pop sed, them to him if he wunts them.

cosy's sake, sed ma.

e has a stremminuvil insted of a saing, sed pop, but Im a man of And his gave me I moar, shak but with also was doing it, and I is prilly also, maying, in that awi















MOVING PICTURE OF TWO OLD FRIENDS MEETING ON CHESTNUT STREET: BY BRIGGS

youll haff to stand the canacquances yureself, sed pop. I jat happened to rememble that the high cost of living has affeckted funerils, and if I cant give my son a good funeril I dont want to give him eny, again."

there to him if he would them, it will make the kind of fello I am.

He And ma gove me 8 mour, and I learny, for hevvine cakes leeve the tabil if yure abil to, sad ma.

Wich I was abil to, and rite, having been fullir than that lots of times, not been a strammakuryil insted of a beening housery but having plenty of moar room.

Cynical "There's always a silver lining to every cloud." "Maybe, but it's nothing but moonless. If you gave him only mount whine,"-New York World.

He Remembered

"Now, Perley," said the teacher, "this letter is 'U,' see if you can remember and tall me what it is when I ask you

Next morning when Perley came back to school the teacher said: "Well, Perlay, can you tell me what this letter is

"Sure, I know," replied the bright pil; "it's me."-New York World. Warning Ted-I think of getting married, and I've figured out what it will cost a year. Ned-You'd better get the girl's figures. -Judge.



Her mother asked in turn. And then with widely opened eyes, Lifting her childish brows, "Oh, mother," she saked, in quick sur-

Error in Tection bar clothes. Fanger-Most people disappear to Never offer a French pastry to a diasi f Teutonic origin.—From Puck.

'From where do cows get their milk?" The little giri wished to learn. From where do you get your tears, my

"Do they have to spenk the cows?"
-Harvard Lampson.

A Novelty Hanger-She appears to have changed

Love Can Tell "I'm not at home to that gentleman, Jane," declared the bells.
"You haven't seen his card yet," pro-tested mother. "You don't know who it "True; but it isn't the machine I am waiting for. I can tell by the honk."— Louisville Courier-Journal.

Cooking in Hard Times "How will you have your eggs cooked?" "Make any difference in the cost of com?" inquired the cautious customer with the brimless hat and the ragged heard. "Then cook than on the top of a slice of ham," said the customer,—Tit-Bits.



An Afterthought Voice (at the other end of the phone)-Will you marry me? Girl (at the phone)-Delighted; who is t speaking?

The Poor Insurance Company Bride (half crying)—Oh, dear, some-thing terrible has happened! My whole Sunday's roast has been burnt, and it cost me three marks! (Suddenly illuminated by a brilliant idea). But, say, dear, we have a fire insurance, haven't we?-Lustige Blaetter.

All in the Game "It's all in the game," sighed the boarder, as he separated the buckshot from the quall.—Yale Record.



Quite Dangerous "Do you think kissing dangerous as the